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CENTRAL INTELLIGENCE AGENCY

Project: **IA-92**

DIVISION OF REPORTS AND ESTIMATES

Project Initiation Memorandum

Date: **27 March 1950**

To: **MR D/Tr**

From: Publications Division, Projects Planning

Subject: **Evaluation of statement on Chinese railroads**

Statement of Project:

Origin: Internal (K-840)

Problem: To evaluate facts & figures on Chinese railroads

Source:

Graphics (if any): None

Form: Memorandum (orig & 2)

Draft due in D/Tub: 28 Mar. '50

Responsible Division: D/Tr

Dissemination deadline

(if any)

28 March 1950

Internal Coordination: D/Tr if needed

Departmental Responsibilities: None

Classification to be no higher than: Secret

Recommended Dissemination: Requester only

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Copy to D/TV
AD/ORE
25X1A

Project: 1P-92

OFFICE OF REPORTS AND ESTIMATES

Project Proposal Memorandum

Date: 27 Mar 50

To: Publications Division, Projects Planning

From:

Subject: Evaluation of statement on Chinese railroads

Statement of Project:

Origin: Internal (K-840)

Problem: To evaluate facts & figures on Chinese railroads

Scope:

Graphics (if any): None

Form: Memorandum (orig + 2)

Draft due in D/Pub: 28 Mar 50

Dissemination deadline
(if any)

Responsible Division: D/TV

28 Mar 50

Internal Coordination: D/FE if needed

Departmental Responsibilities: None

Classification to be no higher than: Secret

Recommended Dissemination: Requester only

1. China - Transportation
2. Railroads - China

SECRET

23 March 1950

MEMORANDUM FOR: D/Pub, ORE
ATTENTION : Mr. [REDACTED] 25X1A
SUBJECT : Request for evaluation
REFERENCE : Our Case #K-840

1. It is requested this office be furnished an evaluation of the attached material.

2. A reply to this request would be appreciated by 28 March 1950.

25X1A

[REDACTED]
Acting Chief, Intelligence Support

Attachment:

Request material

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ROUTING AND RECORD SHEET

INSTRUCTIONS: Officer designations should be used in the "To" column. Under each comment a line should be drawn across sheet and each comment numbered to correspond with the number in the "To" column. Each officer should initial (Check mark insufficient) before further routing. This Record and Routing Sheet should be returned to Registry.

FROM:

ISB

23 March 1950

NO.

U 21027

DATE

24/3.

TO	ROOM NO.	DATE		OFFICER'S INITIALS	COMMENTS
		REC'D	FWD'D		
1. D/Pub. ORE Mr. [REDACTED]					
2. 25X1A					
3.					
4.					
5.					
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MEMORANDUM

This paper is a summarization of the Syllabus of "Report on Requirements for Rehabilitation of Railroads of China," by Morrison-Knudsen Consulting Group, 3 July 1946. Because it was written before the Chinese Communists had taken over the greater part of China, and because it is now four years old, many of the statements must be modified or changed completely.

The first sentence is an extremely general statement of the significance of the Chinese railroads. Because of the considerable importance of inland and coastal shipping in commodity transportation in China, it is difficult to draw a true picture of the significance of Chinese railroads unless the role of the water routes is also brought out.

The distance from Feiping to Tientsin is 87 miles, rather than 115 miles. The Syllabus, on which this document is based, states that the distance between Feiping and Tientsin is 183 kms. (which is 115 miles); but the text (page 105/2), of which the Syllabus is supposed to be an accurate summary, states that the line from Feiping (through Tientsin) to Taku is 183 kms.

The list of railroads which "are operating anywhere near normal" now should also include the Tainan-Tsingtao and Tientsin-Pukow, and possibly other lines as well. Practically all of the remaining main lines in China proper are now able to provide service which at least meets "minimum needs."

The figure of 8,300 miles of railroad south of the Great Wall, mentioned in the Morrison-Knudsen report, is inaccurate, and should be changed to about 9,000 miles (14,500 kms.) Morrison-Knudsen omits several branch lines from its calculations; both ^{in kms. 215} exclude the lines on Hainan Island and Taiwan.

The items listed as "critical shortage" and "badly needed" must be revised in the light of present-day conditions. For example, judging from the fact that 3750 kms. of line are still inoperable in China, and from Chinese Communist efforts to obtain rail from various parts of the world, rails should be included in the list of critical shortages. On the other hand, locomotives and freight cars are certainly more critical than passenger cars, since the Chinese make use of freight cars for carrying passengers when necessary.

The statement that "world supplies (of railroad materials and equipment) are short" is now out-dated. Many countries are eager to export rolling stock—the US steam locomotive and freight car manufacturing plants, for example, are utilizing only a small part of their capacity today; track material is obtainable from Western Germany with early delivery dates.

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The statement that "the shortage of men with practical experience is also serious" certainly cannot be applied to lower level personnel. The Syllabus itself states that railroad crews " have been accomplishing remarkable results wherever it has been possible for them to work." With respect to higher level technicians, many have been trained by the Communists in the past four years, and Chinese technicians have also been sent to the USSR for training.

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